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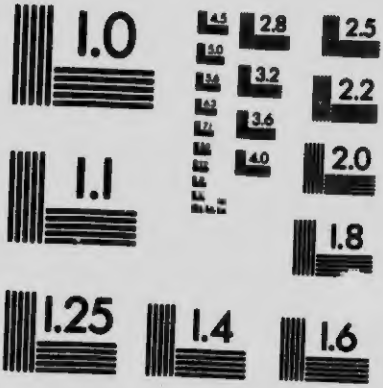

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TENTH EDITION 1912

WINTER TOURS TO Mexico Colorado AND California

THE POPULAR ROUTE

GRAND TRUNK RAILWAY SYSTEM

CHICAGO AND THE WEST

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Winter Tours

COLORADO.

The natural attractions of the scenery of Colorado are well known, and a visit to the many interesting localities which are found in the confines of this State is one never to be forgotten. The grandeur of the mountains and the unique beauty of its valleys and canyons are very impressive. Denver, the capital, is situated in the midst of a magnificent picturesque environment, and a sojourn here allows one to make many trips into the heart of scenic splendor. This city is built at an altitude

MANITOU SPRINGS AND PIKE'S PEAK.

of over 5,000 feet above the sea, and the atmosphere is dry and exhilarating. The Rocky Mountains rise in the west, and the great plains stretch as far as the Missouri River on the east. The foothills of the mountains are only fourteen miles distant, with Pike's Peak in plain view.

The climate of Colorado during the winter months is delightful, and serves as a tonic to the worn-out nerves. It is rare that there is a dark or dreary day, and statistics show that during a whole year there were three hundred and forty days of sunshine. The view is therefore always clear, and

inclement weather is the exception. Denver has a population of 135,000.

COLORADO SPRINGS Colorado Springs is another charming spot in close proximity to Cheyenne Canyon, the Garden of the Gods, Glen Eyre and Manitou Springs. The dry air and climatic conditions make this one of the best resorts for those suffering from pulmonary complaint.

GLENWOOD SPRINGS The Queen of Colorado as a health and pleasure resort. At this point are located some of the largest hot springs in the world, the waters of which are known cures for many of the inner and outer ailments of the human system. Swimming pools fed by hot springs and vapor caves where hot medicated steam from Nature's own laboratory smoke humor from the blood, are unique features. The scenery is unexcelled, and hotel accommodation excellent.

MANITOU SPRINGS. The winter months here are warm and pleasant, and excursions are daily made to the neighboring canyons and glens, where outdoor picnics are held with the same impunity as in summer. The winters are also exempt from a long train of diseases common to the lower elevations of the East. The invalid will find health and strength returning to him, while those who are in good health find in Manitou immunity from sickness and an abundance of enjoyment. The tourist visits this resort for pleasure, the invalid for health, and both find their wishes gratified.

THE GARDENS OF THE GODS This is one of the most noted places in the State of Colorado, and words are wanting to depict its wealth of gorgeous color. The portals of the gateway to this entrancing locality rise from the level to a distance of three hundred and thirty feet and glow with the most brilliant coloring of red. There is an outer parapet of pure white, and there are inner columns of varied hues, the whole suggesting the ruins of a vast temple, once the receptacle of the sacred shrine of the long-buried gods.

SALT LAKE CITY

Among other attractions of this far-famed city, the Mormon Temple, built of white granite at a cost of $10,000,000, is the first object of interest to the traveler. The site of the Temple is in the centre of the city, on the eastern half of what is known as "Temple Block." Near it is the immense Tabernacle, 250 feet long by 150 feet wide, with a seating capacity of 13,000. It has next to the largest self-sustained roof on the continent, the same rising from cut sandstone pillars in one mighty, unbroken arch, sixty-three feet above the floor. At one end of the Tabernacle is the great Kimball organ, the second largest organ in America, having over 5,000 pipes and 108 stops and accessories. No visitor to Salt Lake should fail to hear an organ recital in the Tabernacle.

But Salt Lake has other attractions besides the Temple and Tabernacle. As city, it is most beautiful, having very wide streets, with many cool shade trees, and fine buildings. The lake itself, furnishing, as it does, many delightful experiences to the bather and swimmer, is a never-failing source of pleasure. The water is so salty that one is sustained on its surface without effort, and bathing in it has a most stimulating effect.

IN THE GARDEN OF THE GODS.

NEW MEXICO

ALBUQUERQUE has never been extensively advertised as a health resort, though it possesses valid claims for being so considered. Its attractions have been multiplied by the erection of a splendid new railway hotel, the "Alvarado," conducted as is the "Castaneda" at Las Vegas, by Mr. Fred Harvey. As the traveler leaves the train, this hotel is his first and most enduring impression. It looks out across the plain to where purple distant peaks are set against a turquoise sky. Behind it lies the city; before it the valley stretches to the shouldering hills. In form and color, as well as historical association and the detail beauty of the general plan, the "Alvarado" is a distinct architectural achievement. It furnishes the tourist a most luxurious stopping place.

Albuquerque itself lies at an altitude of 4,935 feet above sea level, on a sunny slope of a broad plain, amply protected against sudden storms by the neighboring high mountain ranges. The winters are generally open and bright, and the atmosphere almost wholly devoid of humidity. The ancient settlement dates back to the Spanish invasion where the new town, with a population of 10,000 Americans and all the improvements of a young city, had its beginning with the advent of the railway.

ARIZONA.

This is a land of prodigious mountain terraces, extensive plateaus, profound canyons, and flat, arid plains, dotted with gardens of fruit and flowers, patched with vast tracts of pine timber, alternating with desolate beds of lava, bald mountainous cones of black and red volcanic cinder, grass-carpeted parks, uncouth vegetable growths of the desert, and bleak rock spires, above all which white peaks gleam radiantly in almost perpetual sunlight. Southern Arizona is 5,000 feet lower and has some beautiful valleys and the same charm of scenery. Its frequent wide stretches of rugged horizon exert a fascination no less

HOTEL POTTER FROM THE PLAZA SANTA BARBARA, CAL.

powerful than that of mountain fastnesses or the shadows of the dense forest.

There is the same dignity of Nature, the same mystery, potent even upon those who can least define its thrall.

Phœnix and Tucson, in Southern Arizona, are notable winter resorts. They are climatically attractive and have commodious hotels. Phœnix lies in the beautiful Salt River Valley and is the capital of Arizona, likewise its largest city. Castle Hot Springs is off the railroad, reached by stage from Hot Springs Junction, on the Santa Fe—a pleasant four hours' drive.

But the biggest, grandest, most thrilling scene in Arizona is the Grand Canyon—that profound gash in the earth's crust, more than a mile deep in places, thirteen miles wide, two hundred miles long, and painted like a sunset. It is a panorama unique in all the world. Our great round globe has nothing else like it.

There is a railroad to the rim, and you may travel all the way in a "Pullman." At destination you find luxurious El Tovar Hotel, managed by Fred. Harvey—more like a country club than a hotel. The Grand Canyon is an all-the-year round resort.

The chief city of Arizona is Tucson. It is of more than average interest to the tourist and is one of the oldest cities in the southern United States. It has a history, an altitude of 2,369 feet above sea level and a world-famous climate.

THE ROUTE WEST

The favorite route to Mexico, Colorado, California and the West is via the Grand Trunk Railway System. Fast trains are operated, running through Pullman sleeping cars, from New York, via Niagara Falls, and from Boston via Montreal to Chicago daily, while three times a week (Mondays, Wednesdays and Fridays), a Pullman tourist car is operated between Boston and Chicago for passengers holding any class of ticket, and in which a nominal charge for berth is made. The standard coaches operated on these fast trains are modern and up-to-date, and the dining service is all that is to be desired. Close con-

nection is made at Chicago with through cars for Colorado and California points, and all information can be obtained from agents of the System, a list of whom will be found in this publication.

By reference to page 20 of this folder, the reader will find information in detail relative to our Personally Conducted Tourist Excursions.

CALIFORNIA

This land of sunshine is too well known to need description. Increasing travel shows that the advantages of its winter climate are being more and more widely appreciated. There are all the elements which go to make a great winter resort State —a mild and healthful climate, much sunshine and outdoor life, abundance of flowers and green fields, fresh vegetables all winter, and strawberries, oranges, lemons and apples in the open markets; varied and attractive scenery, mineral springs of great excellence, and many unexcelled hotels and places of resort.

San Francisco has much for the tourist to see, and abundance of first-class accommodations are available, including many new hotels erected on elaborate plans, as well as the reconstructed old familiar places in the vicinity of the new business district. Golden Gate Park, the Presideo the unrivalled Bay, the University of California at Berkeley, the cities of Oakland and Alameda, and down the Peninsula, Palo Alto and the great Stanford University, and the Santa Clara Valley, the greatest fruit garden of the world. San Jose will also interest the visitor. The Lick Observatory on Mt. Hamilton is reached by stage from San Jose.

The visitor coming West has choice of a number of routes from Chicago. From Denver, lines run north to Cheyenne, thence to Ogden, where connection is made with direct line across Utah, Nevada and the majestic Sierras to San Francisco, or via Salt Lake City to Los Angeles. Other lines connect Denver with Salt Lake, one of the most interesting cities in the West. Or the visitor may reach California via Albuquerque, stopping off to see the petrified forests and the Grand Canyon of Arizona. Another route is via New Orleans and El Paso. From Los Angeles or San Francisco the places of interest, the resorts, hotels and scenic attractions are easily reached.

LAKE TAHOE. This beautiful sheet of crystal water, nestled among the towering peaks of the High Sierras, is one of the great scenic features of California. To see the lake, travelers stop off at Truckee, California, and go thence on the Lake Tahoe Railway, which winds up the picturesque Truckee River, thirteen miles distant. Lake Tahoe is the largest mountain lake in the world, being twenty-three miles long by

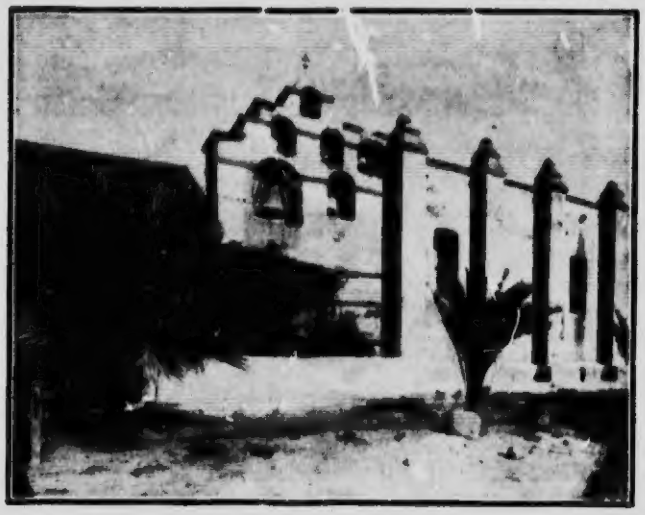
AVALON BAY, SANTA CATALINA ISLAND.

thirteen miles wide. It has a known depth of 2,100 feet, and is situated at an altitude of 6,240 feet. The water is remarkable for its crystal clearness, the bottom being clearly seen several hundred yards from the shore; while the wonderful coloring of the lake has been at once the delight and the despair of writer and artist. Surrounding it on all sides are majestic mountains, and deep woods fringe the shores. A hundred smaller lakes are hidden away but short distances from Tahoe, and everywhere are fine hotels and resorts. The lakes are filled with trout, and there is large and small game in the forests.

The mountains themselves in their season are wonderfully hospitable, and will well repay a month of climbing.

The ride down the long western slope into the Sacramento Valley, with i bloom and verdure, is a revelation to the man who comes out of cold and storm.

This route takes the traveller through Sacramento, the interesting capital of the State. Here is a thriving city, finely



SAN GABRIEL MISSION.

situated on the Sacramento River, the metropolis of the great Sacramento Valley, and the northern part of the State. No visitor to California should fail to see the Sacramento Valley, for it is one of the greatest valleys in the world, containing nearly 4,000 square miles of alluvial soil and possessing marvelous resources.

San Francisco will offer an equable winter climate, with many attractions for the visitor and many interesting places within a day's ride or less. Byron Hot Springs, in the edge of the San Joaquin Valley, is less than three hours away, and has rare medicinal value and a luxurious hotel. Stanford University at Palo Alto, the Lick Observatory on Mount Hamilton, San Jose, Santa Cruz and Monterey are all within easy distance. Hotel Del Monte is famous for its drives and walks, its comforts within and its sports and pastimes out of doors. The climate is delightful, and golf can be played nearly every day in the year.

MOUNT SHASTA REGION. The entire Shasta region is one of beauty, and few travelers have gone over the Shasta Route without feeling the rugged beauty of the winding way across the Siskiyou Mountains, the majesty and power of Mount Shasta and the wild charm of the Sacramento Canyon. Some of the most attractive summer resorts in the State are in this region.

From San Francisco the tourist can return East by way of Portland, Oregon, taking in the Shasta route, the whole extent of the splendid Sacramento Valley and the magnificent scenery of the Siskiyou Mountains. At the head of the wild canyon of the Sacramento, and in sight of the train for many miles, is Mount Shasta, one of the most impressive mountain heights of the world.

The ride down into Rogue River Valley and up the Willamette Valley, in sight of the great peaks of the Three Sisters, Jefferson, Hood and St. Helens, is a memorable experience.

From Portland, the ride up the south bank of the Columbia and down into Montana will be full of interest.

Or the tourist may return via Los Angeles, El Paso and New Orleans.

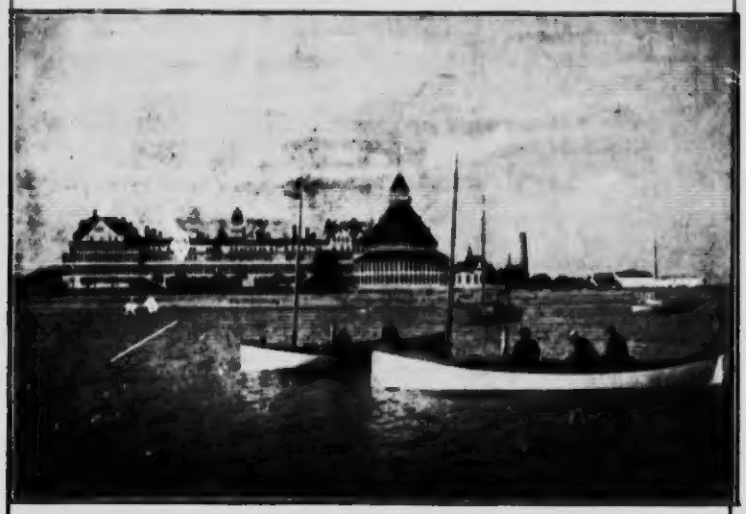
SOUTHERN CALIFORNIA. Going south from San Francisco, after the mountain resorts are open, he can take the Valley Route and switch off for Yosemite Valley and the Big Trees, and after a week go on over the great loop in the Tehachapi Mountains, past the old Mission San Fernando, into Los Angeles. Or, since he has a choice of routes, he may take the Coast Line and stop a week at Paso Robles Hot Springs, halfway down the Coast. Here are a fine club house, a costly bath-house with all modern medical appliances, and an elegant hotel. It is in the midst of a fine open country, full of charming roads, and just far enough from the sea to have a tempered climate. It is halfway from San Francisco to Los Angeles.

LOS ANGELES. Is well equipped to care for her army of winter tourists, and from this point that which is most characteristic of the region may be easily seen. This will include the orange districts, the suburban towns and the beach resorts to most of which trains can be had at any hour. The suburban beauty of the Los Angeles region will greatly interest all who recall the rapidity with which everywhere the garden has replaced the desert.

THE INSIDE TRACK AND THE KITE-SHAPED TRACK. In Southern California there are many attractive side-trips, but the Inside Track of the Southern Pacific and the Kite-shaped Track of the Santa Fe appeal to those who desire to get a glimpse of the most characteristic scenes in the shortest time. Both begin and end at Los Angeles, and each has special distinctive features. No part of the Kite-shaped Track is duplicated by the Traveler who goes that way, and the route may be either going via Pasadena, returning via Orange or vice versa. The more popular way is through Pasadena with its great tourist hotels of the first-class, making the stops at Monrovia, San Bernardina, Redlands, Riverside, Orange, [illegible] to Los Angeles. The Inside Track takes the traveler [illegible] the heart of tropical Southern California, giving a [illegible] Pasadena, passing San Gabriel Mission, Pomona, Ontario, Monrovia, Colton, Riverside, Loma Linda, Redlands and San Bernardino, making the return trip through other places embowered in flowers and orchards. The schedule of the Inside Track [illegible] two and a half hours in Riverside, and over two hours in Redlands, but the traveler can make the full trip on either it or the Kite-shaped Track in one day. The drive to Smiley Heights, Redlands' famous park, or down Magnolia or Victoria Avenue, Riverside, will well repay any person desirous of viewing two of the most beautiful places in the country.

SANTA CATALINA ISLAND California [illegible] and summer [illegible] City.

miles from Los Angeles, a ride of a little over two hours by rail and steamer. It is a natural sanitarium. The days are not uncomfortably warm in summer or too cool in winter. Its immense fish catches have attracted visitors from all parts of the world. Facilities for boating and bathing are unsurpassed. The waters of the bay are so calm and clear that the marine growths can be plainly seen at depths up to one hundred feet. An interesting feature is the aquarium, in which are displayed living specimens of ocean life. The town of Avalon is situated on a crescent-shaped bay, where there are stores, cottages and comfortable up-to-date hotels, affording visitors good accommodation. Here is also the noted "Canvas City," which affords ideal opportunities for summer camping under shade trees, facing on well-kept streets, free from dust. Santa Catalina Island has fine golf links, with a well-equipped club house, also a well-kept tennis ground in connection, and various other attractions. Numerous excursions are made to the different points of interest on the island, including the Isthmus, Seal Rocks, Pebbly Beach, Moonstone Beach, etc. Immediate communication to the mainland may be had by use of a perfect wireless telegraph system. No visitor to California should miss a trip to this all-the year-round resort. The Santa Monica Beach, as far down as Playa del Ray, will be found attractive; and comfortable hotels are at various points, including Fredondo and Long Beach.



CORONADO BEACH, CAL.

CORONADO BEACH, CAL. In the extreme southwest corner of the United States, under the sheltering arm of Point Loma (the home of the Theosophical Society), is to be found Coronado Beach. Here, in addition to the satisfying influence of the perfect days and nights, is a most beautiful bay, with land-locked harbor, lying at the foot of picturesque hills beyond which rise the majestic mountain ranges. Across the bay from the city of San Diego is the Coronado Peninsula, with the ocean on one side and the quiet waters of the Bay on the other.

The special attractions of Coronado Beach are its wonderful hotel, "Coronado," which has entertained a million guests since its opening a few years ago, and the extremely picturesque "Tent City," spreading out on the sand reef. The cuisine of Hotel "Coronado" is unsurpassed. It is open the year round.

The U. S. Grant Hotel in San Diego will be found attractive and the city full of interest.

The famed "Tent City," the frontal adjunct of the great hotel, is a most interesting feature of the summer season. There are a thousand tents and several palm cottages forming the residential portion of the city and around the Plaza are stores, restaurant, cafe, theatre, bowling alley and many other amusement places. "Tent City" has reached a European fame.

From Coronado many trips may be taken to points of interest, including that to Tia Juana, Mexico, and San Diego Mission, the oldest in California.

SANTA BARBARA will claim the visitor for a time. Better than Nice or Mentone is the climate of this favored place. Its hotels, "The Potter" and "The Arlington," furnish proof of the demand for the highest class of accommodation. Santa Barbara, the first city of importance reached going north to San Francisco on the Coast Line of the Southern Pacific, combines all that is beautiful in sea, mountain and sky. It has much that is unique to make it attractive summer and winter. Facing the blue waters of the Santa Barbara Channel (course for speed tests United States Navy), with graceful islands on the distant horizon, with an ocean boulevard of smooth asphaltum for miles along the beach, it has also the regular features of an ocean resort; but, furthermore there are its magnificent mountains to the rear, with beautiful canyon drives and trails that lead to mountain tops, whence all the glories of a paradise are unfolded. Santa Barbara can boast of a location seldom equalled. The old Santa Barbara Mission is a sight not to miss. It is the largest and best preserved of the Franciscan Missions. The city itself is handsome, with electric cars, fine boulevards, homes and schools. Santa Barbara, of course, will attract you, going or coming, its charm being too well known to be ignored. It is a delightful place, summer or winter.

PASO ROBLES HOT SPRINGS. The mineral springs of California are famous, but none are more deserving of their fame than those reached after leaving Santa Barbara, midway between San Francisco and Los Angeles. The waters of these springs have made some wonderful cures and were used by the Indians long before the advent of the white people, and later by the Spanish padres. Paso Robles of to-day, however, is not only a resort where mineral baths of all descriptions may be had—including unique hot mud baths—but it is a place ideal for rest, recreation and amusement. The country around Paso Robles possesses a sylvan charm of its own, difficult to describe. It is a hilly country, softly rolling. Picturesque, moss-hung oaks dot the landscape, and everywhere are winding roads unsurpassed for their charm. One of the popular drives is to Morro Rock, but a short distance away on the coast, and another is to ancient San Miguel Mission, founded in 1797. Few hotels are more comfortable or more ably managed than Hotel El Paso de Robles, its cuisine being perfect and every room being open to the sunlight and the fresh mountain air. The springs are the largest in the world, the new sulphur well having a flow of two million gallons in one day. The new bath-house, recently completed, is one of the finest of its kind in the West, and cost $100,000.

HOTEL DEL MONTE. This famous hotel, situated on the shore of Monterey Bay, one hundred and twenty-five miles from San Francisco, is admitted to be one of the most beautiful institutions of its kind in the world. Princes and Presidents have been entertained there and famous

VIEW OF SANTA BARBARA FROM BATH HOUSE.

travelers, delighted with pleasure and charm, have yet discovered in Del Monte a new inspiration and have bestowed upon it unstinted praise. The hotel itself is a palace of comfort with over five hundred sunshiny rooms, is conducted by a management that watches out for the guests' pleasure at all times, is surrounded by beautiful lawns and gardens, and is blessed with what is, perhaps, the most ideal climate on the Pacific Coast. Few days at Del Monte are ever too warm or too cold; the climate the greater portion of the year being such that outdoor sports and pastimes are always in order. And no place in California has so many or so varied attractions as the Monterey Bay region, in the heart of which Del Monte is located. One hundred and twenty-six acres of highly cultivated grounds, immediately surround the hotel, and there are a thousand acres or so of wild woodland belonging to the management and open to guests. All through this vast park are beautiful drives and walks; the famous Seventeen-Mile Drive, the most remarkable and scenic highway in the world, perhaps, begins at the hotel and winds around the bay shore and far-famed Cypress Point; and there are bowling alleys, tennis courts, polo fields and golf links on the hotel grounds. The Del Monte links, an 18-hole course, are considered by experts to be the finest in the world, and here the great game is played every day in the year. Fishing, hunting, surf-bathing and boating in glass-bottomed boats, are additional attractions of this wonderful place.

Monterey and Pacific Grove are both worthy of a visit, the former being specially attractive because of its many old adobe buildings, so suggestive of the days of the padres. Carmel Mission is but a short distance from Monterey, and is easily reached from either that place or Del Monte.

SANTA CRUZ AND TENT CITY. This famous seaside resort is the permanent home of some 10,000 people and the mecca of thousands more during the summer months. It has a most beautiful beach and new pleasure piers, bath-houses and a mammoth Casino have recently been built, costing nearly a million dollars. Santa Cruz is on the northern arm of Monterey Bay, has access to all the delights of that wonderful half-circle of waters, and within a short distance are the Santa Cruz Mountains, where is a great grove of Big Trees towering from two hundred to three hundred feet high. Santa Cruz has also one of the most unique

Tent City, the world, and one of the best known. Laws of health as well as concepts of beauty guided the hands that laid out the "New" Santa Cruz, and it is now conceded to be one of the best resorts on the Pacific Coast. Military band concerts on the beach, balls and illuminations, make its social life of the pleasanest all the year.

Santa Cruz is widely sought by winter visitors. It is a city of roses, and the Cliff and Canyon drives are very inviting. Groves of redwood trees are about six miles away. This is the best of Coast resorts, and its social life, its beach, its pleasure piers, its great Casino and equable climate make it an attractive place at all seasons.

YOSEMITE VALLEY AND THE BIG TREES. Yosemite Valley, that wonderful gorge with towering cliffs and thundering waterfalls, is in the Sierra Nevada, 160 miles in an air line due east from

THE BATHING BEACH—OCEAN PARK, CAL.

San Francisco. The floor of the valley is level, covered with groves of pines and thickets of smaller growth, through which runs a beautiful river, the Merced. The walls rise almost vertically 3,000 to 5,000 feet above this floor, forming spires, peaks, cliffs, domes and turrets of varied and fantastic shapes. There are five great waterfalls plunging into this chasm from heights ranging from 250 to 2,600 feet. The spectacle of these descending streams of foam and thunder is one not to be soon forgotten. Mirror Lake, in the valley, is a most striking feature of the scenery. The valley is seven miles long by a half-mile wide, and for majesty and power of its scenery has no counterpart in the world. The valley is open the year round and the hotel accommodations are excellent.

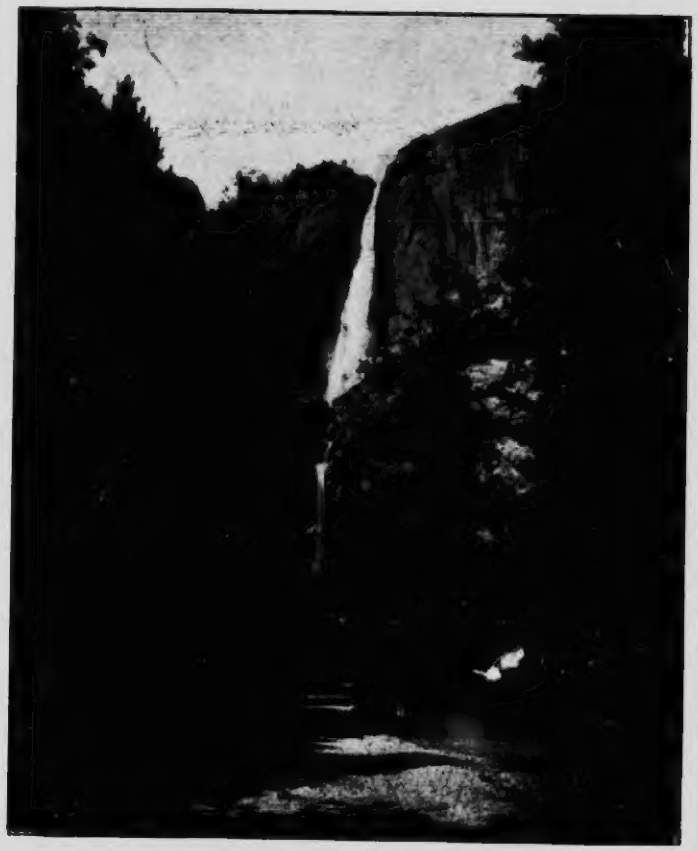
There are several ways to reach Yosemite Valley, but the two principal routes are via the Santa Fe to Merced, and thence by rail and stage to the Valley, which route offers many interesting features; and via the Southern Pacific to Merced and thence by Yosemite Valley Railroad to El Portal, the gateway of the Valley, completing the trip by a twelve-mile stage ride. Through sleepers run from San Francisco and

Los Angeles. The Mariposa, Merced and Tuolumne groups of giant Sequoias are reached from the Valley as side trips. Wawona Hotel serves as the terminus for the stage ride of twenty-six miles from the Valley. Wawona is close to the grove with over 600 trees, four thousand years old, 100 feet in girth and 300 feet high. Travelers will be as deeply interested in Mariposa Grove.

The folders of the Southern Pacific and Santa Fe will be available for definite information as to routes, time and rates under the new conditions, which affects travel to the Valley and the Big Trees.

Farther south is the Sequoia National Park, and the General Grant National Park, reached on the way to Kings River Canyon, called "the second Yosemite". The majestic scenery of Kings River Canyon is gaining in favor yearly, and it is one of the principal objective points for visitors to California. It is easily reached via Southern Pacific to Visalia, thence by electric railway to Lunore Cove and stage over good roads.

Returning East, the traveler will find the Sunset Route



YOSEMITE FALLS.

traversing an interesting country. He gets out through a desert door, just inside of which are Palm Springs and Coachell and Mecca, the Government Date Garden, and that inland Ocean, the Sallon Sea. In Imperial Valley the sandy wastes of the Colorado now blossom with the homes of men.

Arizona and New Mexico have an interest of their own; the great cattle country of Texas is crossed, and Louisiana, with its old Southern homes, its sugar plantations and rice fields and the beauties of the Bayo Teche country and the region around New Orleans. The whole route is unexcelled for winter travel, the altitudes low, and the Southwest full of novel scenes and cities of interest.

MEXICO.

A visit to the southern countries of this continent is incomplete without having a "look in" at Mexico, the oldest country on the American continent, and generally speaking, a country the beauties and resources of which are little known to the citizens of "newer America." There are many wonderfully curious things to be seen in Mexico, both as to the country's characteristics and her people, and from point of educational interest it is replete.

Geographically, as in other ways, the counrty is peculiar. Along the Gulf Coast, the low lands, adorned by forests of

FALLEN MONARCH, MAPROSA BIG TREE GROVE.

tropical verdure, and extending for some distance into the interior, have a continual summer temperature. As the country rises in terraces back into high elevations, and still on to the mountains, the country presents a wonderful diversity of scenery, and pleasant climatic conditions prevail. It is even said that not in all the world is there to be found a more equable or delightful climate, notwithstanding the fact that almost the whole country lies within the tropics. The extremely high altitude of nearly all the cities and towns, excepting those near the Coast, is responsible for the condition, where the rays of a tropic sun are tempered by cooling breezes blowing over the snow-clad mountains.

MIRROR LAKE, YOSEMITE VALLEY, CAL.

Thus it is that different localities, not widely separated, often afford great diversity as to climate conditions, enabling the settler or tourist to choose just the conditions which he may find most to his liking.

Agricultural and forestic pursuits are largely followed, and vegetation generally is very prolific. All the vegetables and fruits known in North America are found in the gardens and orchards of Mexico, as well as those of the tropics, such as oranges, lemons, pineapples, bananas

and scores of others, and some species that are alone found here.

Silver mining is also an important industry; in fact, silver has been found in abundance in Mexico far even in advance of the days of Cortez. During the last decade, this country has advanced wonderfully in manufactures, so much so that to-day Mexico could supply all her wants without imports from the outside world, a fact which is evidence of the great improvement in the condition of the people of this much mis-understood country, as well as of its vast natural resources.

To-day, not only is the attention of the commercial world being turned toward Mexico, but year after year the army of tourists that are turning their course hence during the winter months is fast multiplying. Various agencies have from time to time conducted tours from the northern districts, and by this means many have had an opportunity of seeing this most interesting country, who, if compelled to go alone, would never had done so.

A LATE RISER.

NEW ORLEANS.

The metropolis of the South is distinctly one of the quaintest, most picturesque and cosmopolitan cities in America, embracing strong attributes of both the Old and New World. The incorporated limits of the city embraces the entire Parish of New Orleans, making its area the largest of any city in the world, except London, New York and Paris, while its population is but 325,000. A trip south is incomplete with New Orleans omitted from your itinerary.

THE "INTERNATIONAL LIMITED," FINEST AND FASTEST TRAIN IN CANADA.

BRITISH COLUMBIA COAST TOURS

SEATTLE TO PRINCE RUPERT.

Grand Trunk Pacific Coast Steamships afford especially attractive service between Seattle, Wash., Prince Rupert, B. C., and Stewart, B. C. This tour offers the visitor to the Pacific Coast a fine opportunity of visiting Prince Rupert, the coming city of the Pacific Coast, and the terminus of the Grand Trunk Pacific Railway, now in course of construction from the Atlantic to the Pacific.

The steamships of The Grand Trunk Pacific Coast Line, "The Prince Rupert," "The Prince George" and "The Prince John," are the largest and finest in the coast trade. They are luxuriously furnished, up-to-date in every detail and every modern device known has been taken advantage of in their construction—double bottoms, water-tight bulkheads, wireless telegraph system, etc., and they have normal speed of twenty to twenty-two miles per hour.

The route is via what is known as the "inside channel" and gives the best possible opportunity of seeing Victoria, Vancouver, and all points on the British Columbia Coast which are full of interest, and the scenery as the boat steams through the myriads of islands—many places with mountains plainly in view from all sides—is unsurpassed. Write to any agent of the Grand Trunk (see list on pages 31 and 32) for handsome booklet, giving list of sailings, rates, and all particulars.

ALASKA

While outlining the beauties and advantages of California and Pacific Coast points, we may with profit and interest touch upon the trip up the coast to the far north through Alaskan waters, to the land of the Midnight Sun. Special Alaska Excursions will be run during June, July and August of 1912, via the Pacific Coast Steamship Co. They will afford an opportunity for a fortnight of pleasure travel through one of the world's greatest amphitheatres of scenic splendor. The trip through the famous Inside Passage, covering about 2,500 miles, is full of interest, and the following is the way one writer tersely puts it:

"Few are endowed with the gifts of word-portrayal to describe the many wonders of the 'Inside Passage' of the 'Totem Pole Route,' or adequately describe that wonderful land of Mighty Glacier and Majestic Mountains, busy gold mines and curious 'Totem Pole' villages, and the thousand and one other enjoyments. It is necessary to take the trip to obtain any idea of its manifold attractions. In no other way can it be appreciated.

"After having made the voyage, I find that once is not enough—the fascination is too great—and I have already made up my mind to go again. In the meantime, I am urging all my friends to make the trip to the 'Land of the Midnight Sun' and experience the novel sensations of 'Climbing a Glacier' and 'Seeing a Totem Pole Village'."

Descriptive literature of this magnificent and unique trip may be obtained by communicating with agents of the Grand Trunk Railway System. See list on last page of this publication.

Personally Conducted Tourist Excursions

To Chicago, All Points West, California and the Pacific Coast.

For some years Tourist Sleeping Cars have been operated on fast express trains, both eastbound and westbound, over the Grand Trunk Railway System, for the accommodation of passengers who prefer plain home-like comforts, instead of the luxurious surroundings of the modern Pullman Sleeping Cars, such as expensive carved woodwork and elaborate upholstering, but both alike are attached to the fast through express, are operated by the Pullman Company, in charge of Pullman conductors and porters, and of our own special conductors (who are familair with all points of interest along the route), and are well equipped with linen, blankets and mattresses.

While accommodating holders of second-class tickets, these sleepers are equally available for all travelers. By their use the cost of a trip is lessened without sacrifice of any essential comfort. They are neatly furnished, comfortably heated, clean and attractive. "Almost as nice as the standard Pullmans," fairly expresses a comparison between the two styles.

THE TOURIST CAR'S DISTINCTIVE FEATURES. Each of the fourteen sections contains an upper and lower berth. By day the upper is closed, the lower being converted into a seat. At night, when the berths are made up, every section is enclosed on two sides by movable partitions and a curtain in front, affording absolute privacy. The seat frames are of wood, and the cushions and backs are covered with flexible Japanese rattan such as is used in first-class opera houses. There are hooks for hats and wraps, and small detachable folding tables for writing and luncheons. Windows are double, thereby excluding dust, cinders and draughts. Each window has a movable heavy cloth curtain. The interior of these cars are finished in polished birchwood with aluminum fittings. The aisles are neatly carpeted. An abundance of Pintsch gas lamps provide brilliant illumination without any disagreeable odor or smoke. There is a smoking compartment in these cars, and separate toilet rooms, each having plate-glass mirrors, iced drinking water, marble wash-basins, soap, towels, combs, brushes, etc. The bedding consists of linen, blankets, pillows and hair mattresses. The cars are thoroughly cleaned by compressed air. The new tourist cars have wide vestibules and high-back seats.

VALUABLE INFORMATION The Tourist Cars operated over the Grand Trunk Railway System, westbound, leave Boston three

NATURE'S MARVELOUS PANORAMA ROLLING BY ON EITHER SIDE.

LUNCHEON HOUR.

times a week, Mondays, Wednesdays and Fridays at 11.30 a.m., running via Boston & Maine Railroad, Central Vermont Railway and Grand Trunk, arriving Chicago 9.25 p.m., Tuesdays, Thursdays and Saturdays. For through time table, see page 29.

BERTH CHARGES. A berth in the Pullman Tourist Car costs much less than in a palace Sleeping Car. Each berth accommodates two persons without exrta sleeper charge; but passengers desiring exclusive use of a berth can obtain it for the price named. See table of berth rates on page 25.

RESERVATIONS. Reservations for space may be secured by applying to any agent of the Grand Trunk Railway System, giving name of the person or persons for whom accommodation is required, the number of adults, whether married or single, the number of children, age and sex, the point at which car is to be taken and the destination.

MEALS. On the trains on which the Tourist Cars are run, Dining Cars are attached during the day, serving meals and refreshments a la carte. Those who desire may, of course, carry along lunch baskets with drop handles so that they can be put under the seat when not in use.

BAGGAGE. On each full ticket 150 pounds of baggage will be checked free, and 75 pounds on each half ticket. Excess baggage will be charged for at a low rate per 100 pounds. No piece of baggage weighing over 250 pounds will be accepted.

CHILDREN. Children under five years of age, accompanied by guardians, will be carried free. Those between five and twelve years will be charged half rate; twelve years and over, full fare.

THE RATE. Our passengers have the advantage of the lowest or second-class rate from starting point to destination; which with the small additional charge for berth, covers the excursion.

THE SCENERY Between Boston and Chicago, via the Grand Trunk route, the scenery is of a diversified nature, and many places of interest and of importance as historical points are seen. Leaving Boston, the important manufacturing cities of Lowell, Worcester, Nashua, Manchester and Concord are passed, and we reach the Central Vermont Railway at White River Junction and proceed through some charming pastoral scenes until the City of Montreal is reached. Before arriving at the Metropolitan City of the Dominion of Canada, however, one of the most beautiful sights that it has been our good fortune to see, is a panoramic view of the City of Montreal, as seen from the train while crossing the Victoria Jubilee Bridge (nearly two miles long) over the St. Lawrence River. The scene is one of superb grandeur. The harbor front of six miles is ablaze with electric lights and the myriads of twinkling lights along the wharves and covering the city, gives one the impression of a city illuminated for some great fete. In the background looms the impressive heights of Mount Royal, from which the city and the island on which it stands was named, while the majestic river twinkles with the lights of its multitude of water craft, large and small. If the passenger reaches Montreal by day, the great shipping interests that are centred here are seen, and the busy scenes in the harbor are an attractive sight. From Montreal the route lies westward through some of the principal cities and towns in Canada, and for a distance of nearly eighty miles, between Brighton and Toronto, vistas of that vast sheet of fresh water, Lake Ontario, are seen from the left of the train. The daylight run from Toronto to London is one of more than usual interest, passing through a fine fruit and agricultural country, and proceeding by way of the City of Hamilton. After leaving this city the railway runs along the side of a mountain at the foot of which lies the Dundas Valley, making the view from the train a panorama of surpassing beauty. The cities of Brantford, Woodstock and Ingersoll are passed en route before reaching London, the "Forest City" of Canada. From London the route takes the passenger through a most fertile farming district until we arrive at the great St. Clair Tunnel, "the link that binds two nations," between Sarnia, Ont., and Port Huron, Mich. This wonderful engineering feat is, with its approaches, nearly two miles long, and is one of the longest submarine tunnels in the world, costing the enormous sum of $2,700,000. It is an iron tube twenty-two feet in diameter, and is located under the St. Clair River The tunnel is operated by electricity, which system was adopted during the year 1908. All passenger trains are now operated through the tunnel by powerful electric locomotives, thus doing away with all gas, dust, smoke, etc. The electrification of the St. Clair Tunnel is one more engineering triumph to the credit of the Grand Trunk Railway System.

MONTREAL BY MOONLIGHT, MOUNT ROYAL IN DISTANCE.

COMFORT AND CONTENTMENT IN A TOURIST CAR.

In view of the fact that the St. Clair River is the channel through which there annually passes a volume of shipping greater than that which enters the port of New York, the crossing of the stream became a question of increasing gravity, particularly as there were added the difficulties and delays incident to the occasional hard winter of this northern latitude, and was solved by the construction and operation of this wonderful tunnel. The results, of course, have been manifold, and the delays heretofore occasioned by the transferring of trains and passengers by ferry have been overcome.

From Port Huron the train proceeds through the State of Michigan and part of Indiana and Illinois, touching at Flint, Durand, Lansing and Battle Creek, Mich., and South Bend, Valparaiso and other important points in Indiana, the train arriving at Dearborn Street Station, Chicago, at 9.25 p.m., the second day out from Boston.

In addition to Tourist Sleeping Car service between Boston and Chicago, the Grand Trunk Railway System has recently placed in operation Pullman Tourist Sleeping Cars between Buffalo and Chicago. See page 31 for train schedule.

PERSONALLY CONDUCTED EXCURSIONS WEST FROM CHICAGO.

Personally Conducted Excursions from Chicago after the arrival of our Personally Conducted Tourist Cars on Tuesdays, Thursdays and Saturdays, are run by various connecting lines, including the following: Via Santa Fe for California and intermediate points; Via Chicago, Milwaukee and St. Paul for points in Illinois, Iowa, Missouri, Kansas, Colorado, Utah, Nevada, California, Oregon, Washington and intermediate points; Via Chicago and North Western, for points in Illinios, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada ,California and Oregon; Via the Rock Island, Montana; Via Chicago, Burlington and Quincy to Colorado, etc. On page 26 of this folder is shown a complete list of various lines from Chicago West, which is subject to revision from time to time.

Pullman Tourist Sleeping Car Berth Rates

In addition to the cost of passage at the current fares, there will be a small additional charge for the accommodation provided in Pullman Tourist Sleeping Cars, as follows:

BETWEEN AND	Chicago	Port Huron	Toronto	Kingston	Prescott	Montreal	St. Johns	Buffalo
Chicago								
Port Huron	$1.00							$1.50
Toronto	1.50	$1.00						
Kingston	2.00	1.25	$0.75					
Prescott	2.25	1.50	1.00					
Montreal	2.50	1.75	1.00	$0.75				
St. Johns	2.50	1.75	1.00	1.00	$0.75			
Boston	2.75	2.25	1.50	1.50	1.25	$1.00	$1.00	

The amounts above named are for a lower berth, which may be occupied by two persons. Charge for upper berth will be 80 per cent. of the lower berth rate with a minimum charge of $1.00.

AU REVOIR.

Tourist Sleeping Car Service

From CHICAGO to the WEST.

WESTBOUND		Berth Rate from Chicago	A T Ry. Daily	Via A. T. & S. F. Ry. Daily	Via C & N W U P O S L and Salt Lake Route Daily	Via C & N W U P O S L Ore., Wash. R & N Co., Via Granger Daily	Via C & N W U P So. Pac. Daily	Via C & N W U P O S L Ore. Wash. R & N Co. Via Granger Daily	Via C & N W U P O S L and Salt Lake Route Daily	Via C & N W U P D & R G So. Pac. Daily	Via C & N W U P D & R G [illegible]	Via [illegible]
Chicago	Lv		1st day 9.30	1st day, [illegible]	1st day 10.16	1st day, 10.16	1st day, 10.45	1st day [illegible]	1st day 10.45	1st day 10 45	[illegible] 10 45	[illegible]
Kansas City	Ar	$1 25	1st day 9.45	2nd day, 11 00								
Omaha	Ar	1 25			2nd day, 12.45	2nd day, 12.45	2nd day, 3 28	1st day 11 15	2nd day 3.25	[illegible] 3 25	[illegible] 3 45	[illegible] 11 15
Albuquerque	Lv	4 25	3rd day, 12.45	3rd day, [illegible]								
Denver	Lv	3 00							[illegible]	[illegible]		5 45
Colorado Springs	Lv	3.00							[illegible]	[illegible]		8 20
Pueblo	Lv	3.00							3rd day 1 20	[illegible] 1 20		9 45
Ogden	Ar	4 75			3rd day, 3.35		4th day, 6.30			[illegible] 3 50	1 05	
Salt Lake City	Ar	4 75			3rd day, 4.45		4th day, [illegible]		4th day 2 35	4th day 2 30	12 30	10 55
Portland	Ar	7 00				4th day, 8 00		4th day 12.45				
Tacoma	Ar					5th day, 4 40		4th day 7.05				
Seattle	Ar					5th day, 6 15		4th day 8.45				
El Paso	Ar	4.50										
San Francisco	Ar	7 00	4th day, 5.30				5th day, 2.50			[illegible] 8 30	2 10	[illegible]
Los Angeles	Ar	7 00	4th day, 7.10	5th day, 8 30	4th day, 4 30		6th day 8 40		4th day 2 30	[illegible] 11 45		
San Diego (a)	Ar	7 00	4th day 1.10	5th day, 1 10	[illegible] 4 [illegible]		6th day 1 10		[illegible] 12 55			

WESTBOUND		Berth Rate from Chicago	Via C & N W. U P D & R G. So. Pac.	Via Rock Is'd Lines Daily	Via Rock Isd Lines El Paso & S W Sys So Pac Daily	Via C B & Q Daily	Via C M & St P Daily	Via C M & St P Daily	Via C M & St P U P D & R G S P L A & S L Daily	Via C M & St P U P D & R G S P Daily	Via C M & St P [illegible]	Via [illegible]
Chicago	Lv		1st day, 10.45	1st day, 10.[illegible]	1st day 8 [illegible]	1st day 11.00	1st day [illegible]	1st day 10 15	1st day 9.50	[illegible] 9 50	9 50	9 40
Kansas City	Ar	$1 25			2nd day, 11.00							
Omaha	Ar	1 25	2nd day, 3.28	2nd day, 1.10		2nd day, [illegible]			2nd day 3 45	[illegible] 3 25	1 25	
Albuquerque	Lv	4 25										
Denver	Ar	3 00	3rd day 9 00	3rd day, 9 00		3rd day 7 20			[illegible]	[illegible]		
Colorado Springs	Lv	3 00							[illegible]	[illegible]		
Pueblo	Lv	3 00							[illegible] 1 20	[illegible] 1 20		
Ogden	Ar	4 75	4th day, 3.[illegible]							[illegible] 3 50		
Salt Lake City	Ar	4 75							4th day 2.30	[illegible] 2 [illegible]		
Portland	Ar	7 00										
Tacoma	Ar						4th day 12.35	4th day 9.30				
Seattle	Ar						4th day, 11 [illegible]	4th day 8.00				
El Paso	Ar	4 50										
San Francisco	Ar	7 00			3rd day, 6.38					[illegible] 8 [illegible]	2 50	1 [illegible]
Los Angeles	Ar	7 00	6th day, 4.45		4th day 7 15				[illegible]			6 [illegible]
San Diego (a)	Ar	7 00										

(a) Times shown to San Diego are the times at which passengers should arrive there, but with the exception of the A. T. & S. F. route tourist cars do not run beyond Los Angeles [illegible] Monday, Wednesday and Friday to Los Angeles.

A. M. times shown in light face figures thus [illegible]. P. M. times in bold face figures thus 6.00.

GRAND TRUNK RAILWAY SYSTEM.

PARTIES DESTINED FROM POINTS IN

MAINE, NEW HAMPSHIRE, VERMONT AND MASSACHUSETTS

HAVE IN THE GRAND TRUNK RAILWAY SYSTEM, THE CENTRAL VERMONT RAILWAY CO. AND BOSTON & MAINE RAILROAD

A Most Desirable Through Line of Travel at The Least Expense and With The Greatest Comfort.

CONDENSED THROUGH TIME TABLE—WESTBOUND.

STATIONS	ROUTE	Express	Express	Express	Express
BOSTON Lv	B. & M. R. R.	† 9.01 am	* 11.30am	* 7.30pm	.....
Lowell Lv	"	† 9.39 am	* 12.09pm	* 8.10pm	.....
Providence Lv	N Y N H & H R R	† 6.10 am	† 7.50am	† 4.10pm	.....
Worcester Lv	B. & M. R. R.	† 8.00 am	* 9.35am	*z 6.25pm	.....
Nashua Junction Lv	B. & M. R. R.	†10.02 am	* 12.32pm	* 8.37pm	.....
MANCHESTER	"	10.31 am	12.58pm	9.06pm	.....
Concord	"	11.08 am	1.30pm	9.50pm	.....
White River Junction ..... Ar	"	† 1.30 pm	* 4.03pm	* 12.20am	.....
BOSTON Lv	B. & M. R. R.	† 8.16 am	† 11.00am	† 7.30pm	.....
Worcester	"	8.10 am	11.35am	8.15pm	.....
Bellows Falls ..... Ar	"	†11.55 am	† 2.27pm	† 11.06pm	.....
NEW YORK Lv	N Y N H & H R R	.....	9.03am	* 4.00pm	.....
New Haven ..... Ar	"	† 6.35 am	10.55am	5.43pm	.....
Hartford	"	8.00 am	11.52am	6.38pm	.....
Springfield ..... Ar	"	† 8.52 am	* 12.30pm	* 7.11pm	.....
Springfield Lv	B. & M. R. R.	† 9.10 am	* 12.45pm	* 8.25pm	.....
Northampton	"	9.44 am	1.13pm	8.59pm	.....
Bellows Falls ..... Ar	"	†11.55 am	* 3.06pm	* 11.06pm	.....
Bellows Falls Lv	B. & M. R. R.	†12.08 pm	* 3.09pm	* 11.10pm	.....
Windsor	"	† 1.03 pm	* 3.55pm	* 11.58pm	.....
White River Junction	C. V. Ry.	† 1.40 pm	* 4.25pm	† 12.40am	.....
Montpelier	"	4.00 pm	6.20pm	3.08am	.....
Essex Junction ..... Ar	"	† 5.10 pm	* 7.15pm	* 4.23am	.....
Burlington Lv	C. V. Ry.	† 4.40 pm	* 6.45pm	* 4.05am	.....
Essex Junction Lv	C. V. Ry.	† 5.20 pm	* 7.15pm	* 4.25am	.....
St. Albans	"	6.25 pm	8.10pm	5.20am	.....
St. Johns ..... Ar	"	† 7.50 pm	* 9.20pm	* 6.35am	.....
St. Johns Lv	G. T. Ry. Sys.	† 7.50 pm	* 9.20pm	* 6.35am	.....
MONTREAL ..... Ar	"	† 8.40 pm	* 10.10pm	* 7.25am	.....
MONTREAL Lv	G. T. Ry. Sys.	*10.30 pm	* 10.30pm	* 9.00am	.....
Brockville	"	1.50 am	1.50am	* 11.41am	.....
Kingston	"	2.48 am	2.48am	12.25pm	.....
Belleville	"	4.25 am	4.25am	1.50pm	.....
Toronto ..... Ar	"	* 7.30 am	* 7.30am	* 4.30pm	.....
Toronto Lv	G. T. Ry. Sys.	* 8.30 am	* 8.00am	* 4.40pm	* 11.20pm
Hamilton Lv	"	* 9.08 am	* 9.08am	* 5.28pm	* 1.15am
NEW YORK B'way & 33d St. ... Lv	L. V. R. R.	* 5.53 pm	* 5.53pm	* 9.37pm	* u9.37am
Buffalo Lv	"	* 3.35 am	* 3.35am	* 12.50pm	* 10.55pm
London ..... Ar	G. T. Ry. Sys.	*11.28 am	* 11.28am	* 8.00pm	* 3.45am
London Lv	G. T. Ry. Sys.	*11.35 am	* 11.35am	* 8.10pm	* 6.35am
Detroit (via Windsor) ..... Ar	"	* 1.45 pm	* 1.45pm	* 10.20pm	† 9.50am
CHICAGO ..... Ar	"	.....	.....	.....	† 8.55pm
London Lv	G. T. Ry. Sys.	*11.43 am	* 11.43am	* 8.20pm	* 3.32am
Sarnia ..... Ar	"	* 1.10 pm	* 1.10pm	* 10.15pm	* 5.00am
TORONTO (via Stratford) Lv	G. T. Ry. Sys.	* 8.55 am	* 8.55am	International Limited	* 11.00pm
Sarnia ..... Ar	"	* 3.15 pm	* 3.15pm		* 5.00am
DETROIT (via Port Huron) ..... Ar	G. T. Ry. Sys.	* 2.10 pm	* 2.10pm		* 7.30am
Port Huron Lv	G. T. Ry. Sys.	*12.40 pm	* 12.40pm	* 9.50pm	* 4.30am
Flint ..... Ar	"	* 2.12 pm	2.12pm	* 12.48pm	5.58am
Durand	"	2.38 pm	2.38pm	12.20am	6.30am
Lansing	"	3.25 pm	3.25pm	1.25am	7.17am
Battle Creek	"	4.30 pm	4.30pm	2.35am	8.25am
CHICAGO ..... Ar	"	* 9.25 pm	* 9.25pm	* 8.00am	* 1.30pm

* Daily. † Daily except Sunday.
‡ Sunday leaves at 12.30 p. m. z Sundays leaves 5.06 p. m.
u Sundays leaves 9.25 a. m. v Train from Buffalo arrives at 8.55 p. m.

Express leaving Boston at 9.01 a. m. daily except Sunday. Parlor Car and through Coach Boston to Montreal.

Train leaving New York 5.53 p. m. daily. Pullman Sleeping Cars and Through Coaches New York to Buffalo and Chicago. Dining Car New York to Manch Chunk and Niagara Falls to Chicago.

Express leaving Boston at 11.30 a.m. daily. Pullman Sleeping Car Boston to Montreal and Chicago, via Hamilton. Parlor-Cafe Car Boston to Montreal on Sunday only. Pullman Tourist Sleeping Car to Chicago, via B. & M. R. R., C. V. Ry. and G. T. Ry. System, Mondays, Wednesdays and Fridays. Through Coach Springfield to Montreal, Sunday only. Through Coach Boston to Montreal. Through Coach Montreal to Port Huron, via Hamilton, daily. Pullman Sleeping Car Montreal to Detroit via Windsor. Pullman Sleeping Cars Montreal to Toronto. Through Coach Montreal to Chicago. Parlor-Library-Cafe Car Toronto to London and Sarnia Tunnel. Dining Car London to Windsor. Dining Car Port Huron to Chicago. Through Coach Toronto to Detroit and Port Huron to Chicago.

Express leaving Boston at 7.30 p.m. daily, has Pullman Sleeping Car and Through Coach Boston to Montreal. Pullman Sleeping Car and Through Coach Springfield to Montreal. Pullman Sleeping Car Montreal to Chicago, via Hamilton and Port Huron. Parlor-Library-Car and Through Coach Montreal to Detroit. Dining Car Montreal to London and Valparaiso to Chicago. Pullman Sleeping Car Toronto to Chicago.

Train leaving New York at 9.37 p.m. daily. Pullman Sleeping Car and Through Coach New York and Buffalo to Chicago. Tourist Sleeping Car Buffalo to Chicago.

Express leaving Toronto 11.20 p.m. daily. Pullman Sleeping Car Toronto to Chicago via Stratford. Pullman Sleeping Cars and Through Coach New York and Buffalo to Chicago. Pullman Sleeping Car Buffalo to Detroit. Dining Car New York to Geneva and Durand to Chicago.

GRAND TRUNK RAILWAY SYSTEM.

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A Most Desirable Through Line of Travel at The Least Expense and With The Greatest Comfort.

CONDENSED THROUGH TIME TABLE—EASTBOUND.

STATIONS	ROUTE	Express	Express	Express	Express
CHICAGO Lv	G. T. Ry. Sys.	* 3.50 pm	* 3.00 pm	.....	*11.28 pm
Battle Creek	"	5.45 pm	5.05 pm	.....	4.25 am
Lansing	"	6.50 pm	6.13 pm	.....	5.02 am
Durand	"	10.37 pm	10.02 pm	.....	6.25 am
Flint	"	11.05 pm	10.29 pm	.....	6.55 am
Port Huron ..... Ar	"	*12.50 am	*12.15 am	.....	8.20 am
DETROIT (via Port Huron) Lv	G. T. Ry. Sys.	*10.30 pm	*10.30 pm	.....	.....
Sarnia (via Stratford) Lv	G. T. Ry. Sys.	* 1.55 am	* 1.55 am	Eastern Flyer	.....
TORONTO ..... Ar	"	* 7.40 am	* 7.40 am		.....
Sarnia (via London) Lv	G. T. Ry. Sys.	* 2.15 am	* 2.15 am	.....	*10.20 am
London ..... Ar	"	* 3.43 am	* 3.43 am	.....	*11.55 am
Detroit (via Windsor) Lv	G. T. Ry. Sys.	† 6.05 pm	† 6.05 pm	* 2.45 pm	.....
London ..... Ar	"	†11.05 pm	†11.05 pm	* 6.50 pm	.....
London Lv	G. T. Ry. Sys.	* 3.48 am	* 3.48 am	* 6.53 pm	*12.05 pm
Hamilton ..... Ar	"	* 5.35 am	* 5.35 am	* 9.00 pm	* 2.25 pm
Buffalo ..... Ar	L. V. R. R.	* 8.50 am	* 8.50 am	.....	* 5.25 pm
NEW YORK B'way & 33d St. ... Ar	"	*10.05 pm	*10.05 pm	.....	* 6.45 pm
TORONTO ..... Ar	G. T. Ry. Sys.	.....	*10.25 am	*10.25 pm	* 3.45 pm
Toronto Lv	G. T. Ry. Sys.	* 9.00 am	*10.30 pm	*10.30 pm	* 3.45 pm
Belleville	"	.....	12.26 pm	1.55 am	* 1.55 am
Kingston ..... Ar	"	.....	1.40 pm	3.25 am	3.25 am
Brockville Lv	"	.....	2.45 pm	4.25 am	4.25 am
MONTREAL ..... Ar	"	.....	* 6.00 pm	* 7.40 am	* 7.40 am
MONTREAL Lv	G. T. Ry. Sys.	.....	* 8.30 pm	† 2.35 pm	* 8.15 pm
St. Johns ..... Ar	"	.....	* 9.20 pm	† 3.30 pm	* 9.1 pm
St. Johns Lv	C. V. Ry.	.....	* 9.20 pm	* 8.55 pm	* 9.1 am
St. Albans	"	.....	10.45 pm	3.56 pm	10.12 am
Essex Junction ..... Ar	"	.....	*11.28 pm	† 7.25 pm	*11.21 am
BURLINGTON ..... Ar	C. V. Ry.	.....	*11.45 pm	† 7.30 pm	*11.40 am
Essex Junction Lv	C. V. Ry.	.....	*11.28 pm	† 7.15 pm	*11.21 am
Montpelier ..... Ar	"	.....	12.46 am	8.20 pm	12.25 pm
White River Junction Lv	"	.....	* 3.10 am	†11.00 pm	* 2.15 pm
Windsor ..... Ar	B & M R R	.....	* 4.06 am	.....	* 4.48 pm
Bellows Falls ..... Ar	"	.....	* 4.52 am	.....	* 3.35 pm
Bellows Falls Lv	B. & M. R.	.....	* 4.52 am	.....	3.35 pm
Northampton ..... Ar	"	.....	7.00 am	.....	5.35 pm
Springfield ..... Ar	"	.....	* 7.35 am	.....	* 6.08 pm
Springfield Lv	N Y N H & H R R	.....	* 7.45 am	.....	* 6.22 pm
Hartford	"	.....	8.29 am	.....	6.58 pm
New Haven	"	.....	9.32 am	.....	7.50 pm
NEW YORK ..... Ar	"	.....	*11.27 am	.....	* pm
Bellows Falls Lv	B & M R R	.....	*b5.20 am	.....	† 3.50 pm
Worcester ..... Ar	"	.....	b8.45 am	.....	† 7.50 pm
BOSTON ..... Ar	"	.....	*b9.30 am	.....	† 7.40 pm
White River Junction Lv	B & M R R	.....	* 3.35 am	.....	* 3.35 pm
Concord	"	.....	5.54 am	.....	4.52 pm
MANCHESTER	"	.....	6.27 am	.....	5.26 pm
Nashua Junction ..... Ar	"	.....	* 6.55 am	.....	* 5.53 pm
Worcester ..... Ar	B & M R R	.....	* 9.01 am	.....	† 9.05 pm
Providence ..... Ar	N Y N H & H R R	.....	*12.00 pm	.....	†11.15 pm
Lowell Lv	B & M R R	.....	* 7.19 am	.....	* 6.25 pm
BOSTON ..... Ar	"	.....	* 8.05 am	.....	* 7.05 pm

* Daily. † Daily except Sunday. ‡ Sunday arrives at 10.01 a. m.
b Sundays leaves Bellows Falls 7.15 a.m., arrives Worcester 10.50 a.m., arrives Boston 11.30 a.m.

Express leaving Chicago at 3.50 p.m. daily. Pullman Sleeping Car and Through Coach Chicago to Buffalo and New York. Pullman Sleeping Car Detroit to Buffalo. Dining Car Chicago to Durand and Suspension Bridge to Easton. Pullman Tourist Sleeping Car Chicago to Buffalo.

Express leaving Chicago 3.00 p.m. Pullman Sleeping Car Chicago to Montreal and Boston via Stratford. Pullman Tourist Sleeping Car Chicago to Boston, via G. T. Ry. System, C. V. Ry. and B. & M. R. R., leaving Chicago Wednesdays, Thursdays and Saturdays. Toronto following days. Pullman Sleeping Car Chicago to Toronto via Stratford. Through Coaches Chicago to Toronto. Pullman Sleeping Car and Through Coach Detroit to Toronto. Through Coach Detroit to Montreal. Pullman Sleeping Car Montreal to Boston. Pullman Sleeping Car and Through Coach Montreal to Springfield. Parlor-Library Car Toronto to Montreal. Dining Car Chicago to Durand and Toronto to Montreal.

Express leaving Chicago at 11.28 p.m., Toronto 10.30 p.m., Montreal 8.31 a.m. daily. Pullman Sleeping Car and Through Coach Chicago to Hamilton and Buffalo. Pullman Sleeping Car Chicago to Toronto. Dining Car Durand to Niagara Falls. Pullman Sleeping Cars and Through Coach Toronto to Montreal. Parlor-Cafe Car St. Albans to White River Junction. Through Coach Montreal to Boston. Through Coach Montreal to Springfield, daily. Dining Car Franklin to Boston.

Eastern Flyer leaving Detroit 2.45 p.m., Toronto 10.30 p.m. Pullman Sleeping Car Detroit to Montreal. Parlor-Library-Cafe Car and Through Coach Detroit to Toronto. Pullman Sleeping Cars Toronto to Montreal.

Pullman Tourist Sleeping Cars

For The Accommodation of Passengers Holding Second-Class Tickets Run Three Times a Week Between

BOSTON, MONTREAL, ETC., and CHICAGO via

BOSTON & MAINE RAILROAD, CENTRAL VERMONT RAILWAY AND

GRAND TRUNK RAILWAY SYSTEM.

WESTBOUND.

STATIONS.	ROUTE.	TIME.	DAYS.
(Eastern Time)			
BOSTON.....Lv	B. & M. R R.	11.30 AM	Mon., Wed., Fri
Lowell.....	" "	12.00 PM	" " "
Springfield Lv	" "	12.45 PM	" " "
Providence Lv	N. Y., N.H. & H.R.R.	7.50 AM	" " "
Worcester Lv	B. & M. R. R.	9.35 AM	" " "
Nashua Junction.....	" "	12.32 PM	" " "
Manchester.....	" "	12.58 PM	" " "
Concord.....	" "	1.30 PM	" " "
Franklin.....	" "	2.10 PM	" " "
Enfield.....	" "	3.39 PM	" " "
Lebanon.....	" "	3.51 PM	" " "
White River Junc. ...Ar	" "	4.03 PM	" " "
White River Junc. ...Lv	C. V. Ry.	4.25 PM	" " "
South Royalton.....	" "	4.55 PM	" " "
Bethel.....	" "	5.05 PM	" " "
Randolph.....	" "	5.21 PM	" " "
Northfield.....	" "	6.03 PM	" " "
Montpelier.....	" "	6.20 PM	" " "
Waterbury.....Lv	" "	6.36 PM	" " "
Bellows Falls.....Lv	Rut. R. R.	3.10 PM	" " "
Rutland.....	" "	4.45 PM	" " "
Burlington .....Ar	" "	6.35 PM	" " "
Burlington Lv	C. V. Ry.	6.45 PM	" " "
Essex Junction.....	" "	7.15 PM	" " "
St. Albans.....	" "	8.10 PM	" " "
East Swanton.....Ar	" "	8.25 PM	" " "
St. Johns .....Ar	" "	9.20 PM	" " "
St. Johns Lv	G. T. Ry. Sys.	9.20 PM	" " "
Montreal.....Ar	" "	10.10 PM	" " "
Levis (Quebec).....Lv	" "	1.15 PM	" " "
Montreal .....Ar	" "	7.45 PM	" " "
Portland.....Lv	" "	7.45 AM	" " "
MONTREAL.....Ar	" "	6.05 PM	" " "
MONTREAL.....Lv	G. T. Ry. Sys.	10.30 PM	" " "
Cornwall.....	" "	12.13 AM	Tues., Thur., Sat.
Prescott.....	" "	r 1.25 AM	" " "
Brockville.....	" "	1.50 AM	" " "
Kingston.....	" "	2.48 AM	" " "
Belleville.....	" "	4.25 AM	" " "
Cobourg.....	" "	5.28 AM	" " "
Port Hope.....	" "	5.39 AM	" " "
Toronto.....Ar	" "	7.30 AM	" " "
Toronto.....Lv	" "	8.00 AM	" " "
Hamilton.....	" "	9.08 AM	" " "
Brantford.....	" "	10.00 AM	" " "
Paris.....	" "	10.13 AM	" " "
Woodstock.....	" "	10.47 AM	" " "
Ingersoll.....	" "	11.01 AM	" " "
London.....	" "	11.43 AM	" " "
Strathroy.....	" "	12.16 PM	" " "
Wyoming.....	" "	12.50 PM	" " "
Sarnia Tunnel.....Ar	" "	1.10 PM	" " "
(Central Time)			
Port Huron.....Lv	" "	12.40 PM	" " "
Flint.....	" "	2.12 PM	" " "
Durand.....	" "	2.35 PM	" " "
Lansing.....	" "	3.25 PM	" " "
Battle Creek	" "	4.35 PM	" " "
South Bend	" "	6.25 PM	" " "
Chicago.....Ar	" "	9.25 PM	" " "

Passengers from Springfield join car at White River Junction or Montreal; from Providence and Worcester at Nashua Junction; from Montpelier at Montpelier Junction; from Bellows Falls, Rutland and Burlington at Essex Junction, and fron Portlamd, Me., and Levis (Quebec), at Montreal.

r Will stop to let off passengers from Montreal or beyond, and to take on passengers for Toronto or beyond.

Pullman Tourist Sleeping Cars

For The Accommodation of Passengers Holding Second-Class Tickets Run Three Times a Week Between

CHICAGO, MONTREAL and BOSTON

VIA

GRAND TRUNK RAILWAY SYSTEM

CENTRAL VERMONT RAILWAY AND BOSTON & MAINE RAILROAD.

EASTBOUND.

STATIONS	ROUTE	TIME	DAYS
(Central Time)			
CHICAGO Lv	G. T. R. Sys	3.03 PM	Wed., Thur., Sat.
South Bend.....	" "	5.35 PM	" " "
Battle Creek	" "	6.05 PM	" " "
Lansing.....	" "	9.13 PM	" " "
Durand.....	" "	10.03 PM	" " "
Flint.....	" "	10.29 PM	" " "
Port Huron.....Ar	" "	12.15 AM	Thur., Fri., Sun.
(Eastern Time)			
Sarnia Tunnel Lv	" "	1.55 AM	" " "
Stratford .....Ar	" "	4.30 AM	" " "
Guelph	" "	5.54 AM	" " "
Toronto .....Ar	" "	7.40 AM	" " "
Toronto.....Lv	" "	9.00 AM	" " "
Port Hope.....Ar	" "	10.49 AM	" " "
Cobourg.....	" "	11.01 AM	" " "
Belleville.....	" "	12.11 PM	" " "
Napanee.....	" "	12.46 PM	" " "
Kingston.....	" "	1.40 PM	" " "
Thousand Island Junc..	" "	1.59 PM	" " "
Brockville.....	" "	2.40 PM	" " "
Prescott	" "	3.03 PM	" " "
Cornwall.....	" "	4.10 PM	" " "
MONTREAL.....Ar	" "	6.00 PM	" " "
MONTREAL.....Lv	G. T. R. Sys.	8.15 PM	" " "
Levis (Quebec).....Ar	" "	7.55 AM	Fri., Sat., Mon.
Portland.....Ar	" "	7.30 AM	" " "
MONTREAL.....Lv	G. T. R. Sys.	8.30 PM	Thur., Fri., Sun.
St. Johns.....Ar	" "	9.20 PM	" " "
St Johns.....Lv	C. V Ry.	9.20 PM	" " "
East Swanton	" "	10.19 PM	" " "
St. Albans	" "	10.46 PM	" " "
Essex Junction	" "	11.28 PM	" " "
Burlington.....Ar	" "	11.45 PM	" " "
Burlington.....Lv	Rut. R. R.	s 8.15 AM	Fri., Sat., Mon.
Rutland.....Ar	" "	10.45 AM	" " "
Bellows Falls.....Ar	" "	1.06 PM	" " "
Waterbury.....Ar	C. V. Ry.	12.08 AM	" " "
Montpelier.....	" "	12.46 AM	" " "
Northfield.....	" "	1.02 AM	" " "
Randolph	" "	1.55 AM	" " "
Bethel.....	" "	2.10 AM	" " "
South Royalton.....	" "	2.32 AM	" " "
White River Junc....Ar	" "	3.10 AM	" " "
White River Junc. ..Lv	B. & M. R. R.	3.35 AM	" " "
Lebanon.....	" "	3.49 AM	" " "
Enfield	" "	4.04 AM	" " "
Franklin.....	" "	5.16 AM	" "
Concord	" "	5.50 AM	" " "
Manchester	" "	6.27 AM	" " "
Nashua Junction	" "	6.55 AM	" " "
Worcester.....Ar	" "	9.01 AM	" " "
Providence.....Ar	N. Y., N.H. & H.R.R.	12.00 PM	" " "
Springfield.....Ar	B. & M. R. R.	7.35 AM	" " "
Lowell.....	" "	7.19 AM	" " "
Boston .....Ar	" "	8.05 AM	" " "

Passengers for Portland, Me., and Quebec will leave car at Montreal; for Burlington, Rutland and Bellows Falls at Essex Junction; for Montpelier at Montpelier Junction; for Worcester and Providence at Nashua Junction; and for Springfield, Mass., at Montreal or White River Junction.

s On Sunday, train leaves Burlington 10.50 p.m., arriving at Rutland 12.40 a.m., arriving Bellows Falls 2.45 a.m.

PULLMAN TOURIST SLEEPING CARS.

Between Chicago, London, Hamilton and Buffalo, via Grand Trunk Railway System and Lehigh Valley R. R.

EASTBOUND — WESTBOUND

STATION		4 Exp. Daily	STATION		Route	5 Exp. Daily
		P. M.				P. M.
Chicago	G. T. Lv	*2.50	Buffalo	G. T. Lv	L. V. R. R.	*[illegible]
Port Huron	Lv	4.00	Niagara Falls, N. Y.	Lv		[illegible]
Suspension Bridge	Ar	7.30	Suspension Bridge	Lv	G. T. R. Sys	[illegible]
Niagara Falls	Ar	7.45	Port Huron	G. T. Ar		[illegible]
Buffalo	Ar	*9.30	Chicago	Ar		* [illegible]
		A. M.				A. M.

TABLE OF CONNECTIONS FROM CHICAGO TO MEXICO

STATIONS		via C. & E. I. Frisco, G. C. & S. F. Int. and G. N. Nat. Lines of Mexico		I. C., S. P. and National Lines of Mexico Via New Orleans		Wabash Iron Mountain Texas & Pac. Int. and G. N. and N. L. of M.		C. & A. St. L. I. M. & S. T. & P. I. & G. N. and Nat. Lines of Mexico	
Chicago	Lv	1st day,	11.35	1st day,	9.10	1st day,	12.04	1st day,	11.25
St. Louis	Lv	1st day,	8.25	.....	.....	1st day,	8.30	1st day,	8.30
Texarkana	Ar	.....		.....		2nd day,	12.20	2nd day,	12.20
New Orleans	Ar	.....		2nd day,	9.55	.....		.....	
Longview Jct	Ar	.....		.....		2nd day,	3.35	2nd day,	3.35
Paris	Ar	2nd day,	3.20	.....		.....		.....	
San Antonio	Ar	3rd day,	9.55	3rd day,	8.30	3rd day,	9.45	3rd day,	9.45
Laredo	Ar	4th day,	7.00	.....		3rd day,	12.55	3rd day,	12.55
Monterey	Ar	4th day,	2.30	.....		3rd day,	6.50	3rd day,	6.50
Saltillo	Ar	4th day,	5.00	.....		3rd day,	10.25	3rd day,	10.25
San Luis Potosi	Ar	5th day,	7.05	.....		4th day,	7.05	4th day,	7.05
Gonzalez	Ar	5th day,	12.25	.....		4th day,	12.25	4th day,	12.25
Queretaro	Ar	5th day,	1.57	5th day,	1.18	4th day	1.37	4th day,	1.37
Mexico	Ar	5th day,	8.00	5th day,	8.00	4th day,	8.00	4th day,	8.00

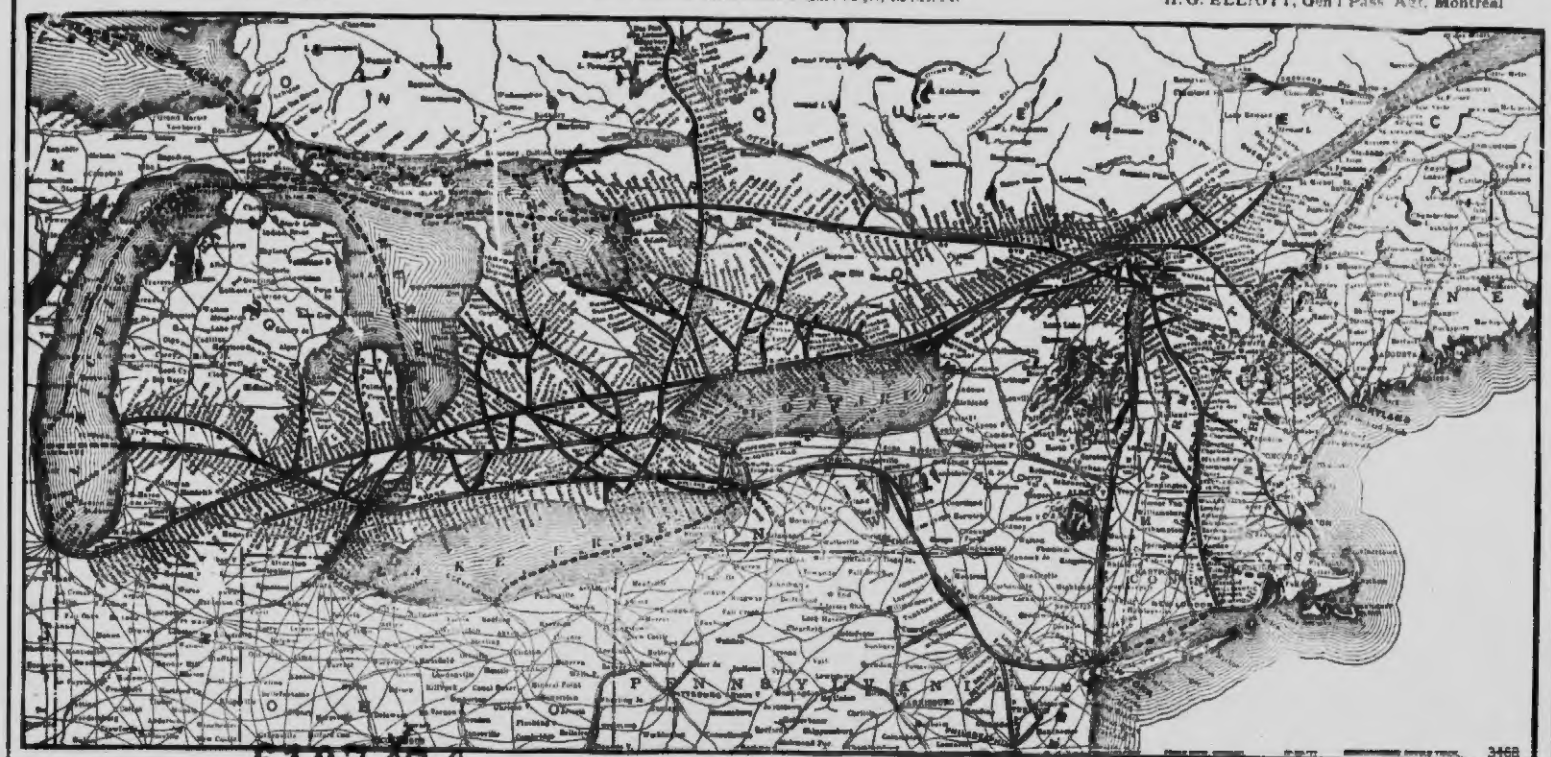
AGENCIES.

Alexandria Bay, N. Y.	Cornwall Bros	Ticket Agents, Market Street.
Battle Creek, Mich	L. J. Bush	Passenger Agent, G. T. Ry. Station.
Bay City, Mich	Fred. C. Wherrett	Passenger Agent, G. T. Ry. Station.
Boston, Mass	E. H. Boynton	New England Passenger Agt, 256 Washington St
Brockville, Ont	J. H. Fulford	Ticket Agent, 8 Court House Ave.
Buffalo, N. Y	H. M. Morgan	City Passenger and Ticket Agent, 285 Main St. (Ellicott Square Bldg.)
Chicago, Ill	C. G. Ortlenburger	City Passenger and Ticket Agent, 301 South Clark St., cor. Jackson Boulevard.
Cortland, N. Y.	D. P. Drewery	Travelling Passenger Agent, 6 Burgess Block.
Detroit, Mich	Geo. W. Watson	City Pass and Ticket Agt, 118 Woodward Ave.
Flint, Mich	V. A. Boyer	Passenger Agent, G. T. Ry. Station.
Grand Rapids, Mich	C. A. Justin	City Passenger & Tiket Agent, G. T. Ry. Station
Hamilton, Ont	C. R. Morgan	Asst City Passenger & Tick't Agt, 11 James St., N
Kansas City, Mo	Guy W. Norman	Travelling Passenger Agent, 327 Shelley Bldg
Kingston, Ont	J. P. Hanley	City Passenger and Ticket Agent, 57 Earle St.
Lansing, Mich	E. H. Potter	Passenger Agent, G. T. Ry. Station
Lewiston, Me	F. P. Chandler	Passenger Agent, G. T. R. Station.
London, Ont	R. E. Rose	City Passenger and Ticket Agent, cor. Richmond and Dundas Sts.
Los Angeles, Cal	W. H. Bullen	Pacific Coast Agent, 302 Wilcox Building.
Milwaukee, Wis	Crosby Trans. Co.	101 East Water St.
Montreal, Que	J. Quinlan	District Passenger Agent, Bonaventure Station.
"	W. H. Clancy	City Passenger & Ticket Agent, 130 St. James St
Mt. Clemens, Mich	Casper Czizek	City Passenger & Ticket Agt, 12 So. Gratiot Ave.
New York, N. Y.	F. P. Dwyer	General Agent Passenger Department, Railway Exchange, 290 Broadway.
Niagara Falls, N. Y	W. B. Prescott	C. P. & T. A., Falls St.
Ogdensburg, N. Y	Geo. S. Maugher	Ticket Agent, 55 State St.
Ottawa, Ont	Percy M. Rattler	City Passenger and Ticket Agent, Russell House Block, cor. Sparks and Elgin Sts.
Peterboro, Ont	E. A. Ross	City Passenger and Ticket Agent, 534 George St.
Pittsburg, Pa	W. Robinson	Travelling Passenger Agent, 507 Park Building.
Port Huron, Mich	F. C. Mann	Ticket Agent, G. T. Ry. Station.
Portland, Me	C. E. Tenny	Passenger Agent, G. T. Ry. Station.
Quebec, Que	Geo. H. Stott	City Passenger & Ticket Agent, cor. St. Anne & Du Fort Sts & Ferry Landing, Dalhousie St
Saginaw, Mich	Hugh E. Quick	Passenger Agent, G. T. Ry. Station
San Francisco, Cal	F. W. Hopper	General Agt Passr Dept., 300 Monadnock Bldg
Seattle, Wash	J. H. Burgis	General Agent Passenger Department, First Ave and Yesler Way
Sherbrooke, Que	C. H. Foss	City Passenger and Ticket Agt, 2 Wellington St.
South Bend, Ind	C. A. McNutt	Passenger Agent, G. T. Ry. Station.
St. Paul, Minn	W. J. Gilkerson	C. P. A., 400 Robert St
Toronto, Ont	A. E. Duff	District Passenger Agent, Union Station.
"	C. E. Horning	City Passenger and Ticket Agent, Northwest cor. King and Yonge Sts.
Vancouver, B. C.	H. G. Smith	City Passenger and Ticket Agt, 527 Granville St.
Victoria, B. C	W. E. Duperow	City Passenger and Ticket Agent, G. T. P. Deck.
Winnipeg, Man	W. J. Quinlan	District Passenger Agent, 260 Portage Ave

EUROPEAN TRAFFIC DEPARTMENT

F. C. SALTER,	European Traffic Manager, 17-19 Cornhill Street, London	W., Eng.
Antwerp, Belgium	P. A. Clews	Acting General Agent, 19-21 Cours des Brasseurs
Birmingham, Eng	Morison, Pollexen and Bass	No. 6 Victoria Square.
Genoa, Italy	A. Valotta	Agent, Via St. Lorenzo II.
Glasgow, Scotland	J. M. Walker	General Agent, 75 Union Street.
Liverpool, Eng	Wm. Cuthbertson	General Assistant, 20 Water St.
London, S. W., Eng	J. Herson	Passenger Agent, 17-19 Cockspur St.
London, E. C., Eng	P. A. Clews	City Agent, 44-45-46 Leadenhall St.
Paris, France	Pitt and Scott	Ticket Agents, 47 Rue Cambon.
Sheffield, Eng	J. W. Dawson	Agent, No. 7, Haymarket.

W. E. DAVIS, Pass. Traffic Mgr, Montreal. G. T. BELL, Asst. Pass. Traffic Mgr., Montreal H. G. ELLIOTT, Gen'l Pass. Agt. Montreal



MAP OF GRAND TRUNK RAILWAY SYSTEM

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TENTH EDITION. 1912

WINTER TOURS TO Mexico Colorado AND California

CHICAGO AND THE WEST